# Cargo Helicopter CLOE Input **22 October 2003**

# Why are we here?

The joint development of an objective system with a **CLOE** Architecture that will enable PEO Aviation to satisfy their requirements to integrate with G-Army.

# This is not about Software.

# This is not about a MMS.

This is about providing a common Architecture that is focused at the weapon system level to enable fleet management within

The Key is Business Process CHANGE!

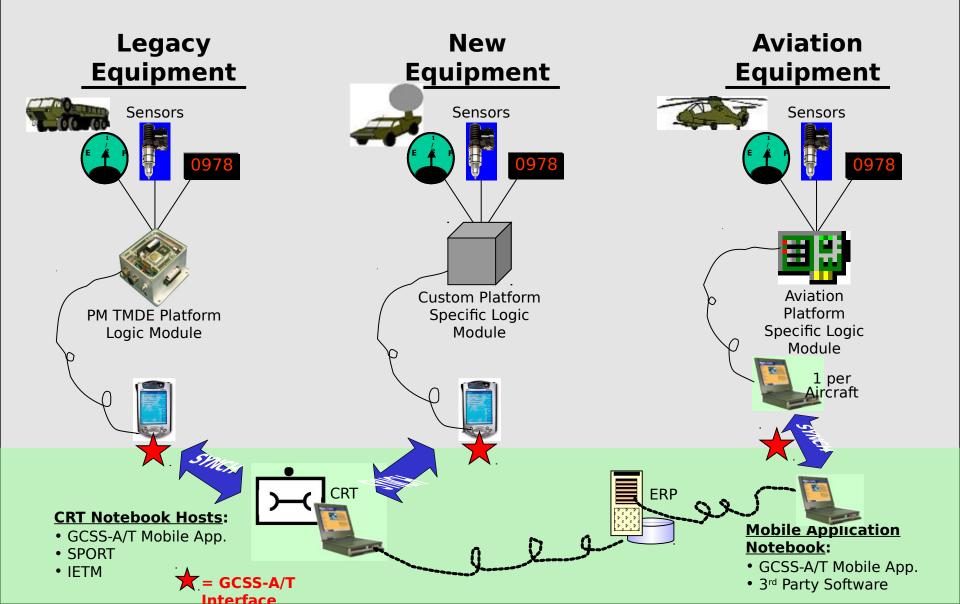
# The Challenges.

- PMs must achieve 20% O&S Cost Savings.
  - Requires Process Re-Engineering.
- PEO has multiple aircraft types.
  - Requires common approach across platforms.
- G-Army adopts ERP solution.
  - Requires consistent data capture across platforms to enable Fleet Management.

# Road to Re-Engineering.

- Follow the DAL Maintenance Models.
- Examine Best Commercial Practices across various industrial sectors.
- Re-Engineer processes at Flight Line and the Motor Pool to enhance Fleet Management.
- Built and trial a System in concert with CLOE.

# Non-critical Sensor, Usage, & Logbook Data (SBU) - One Scenario

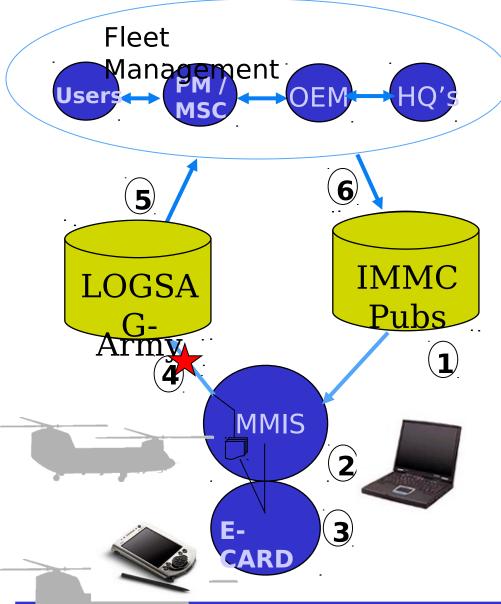


# Cargo Helicopter Approach

# PEO Aviation Objective Solution Needs to be:

- Consistent with the DAL model.
- Adaptable to multiple platforms.
- Deployable.
- Interface with Enterprise Architecture.

## How does AMAC work?



#### Closed-Loop System

**Step 1** - Technical Data is maintained in a central database and is transmitted to AMAC system at the user location.

**Step 2** - MMIS assembles technical data in card format.

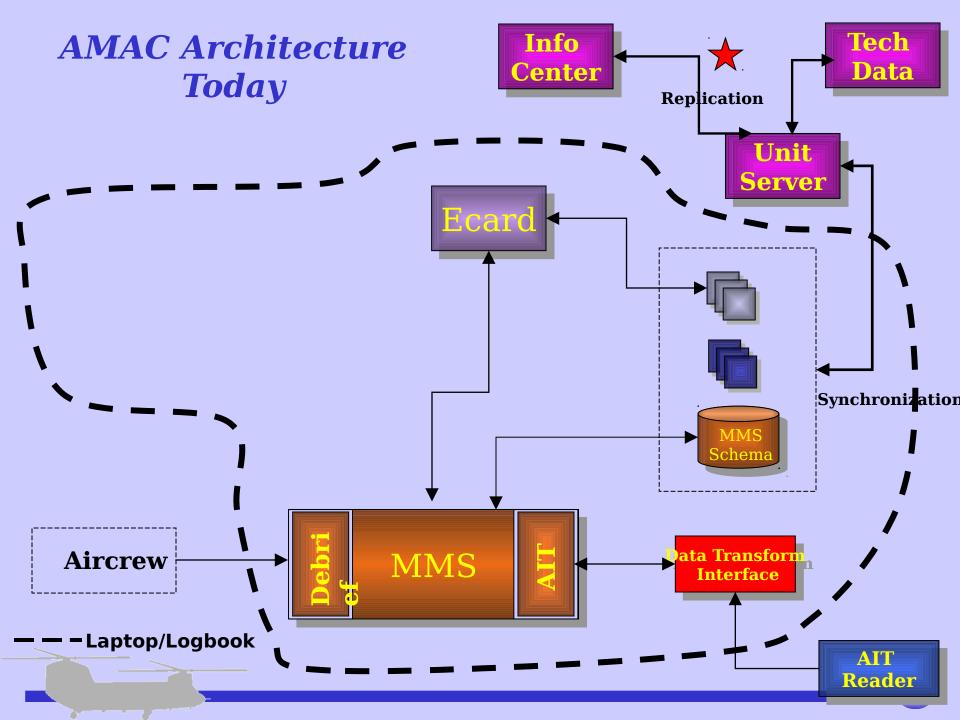
**Step 3** - Maintainer performs maintenance and "documents" via electronic card.

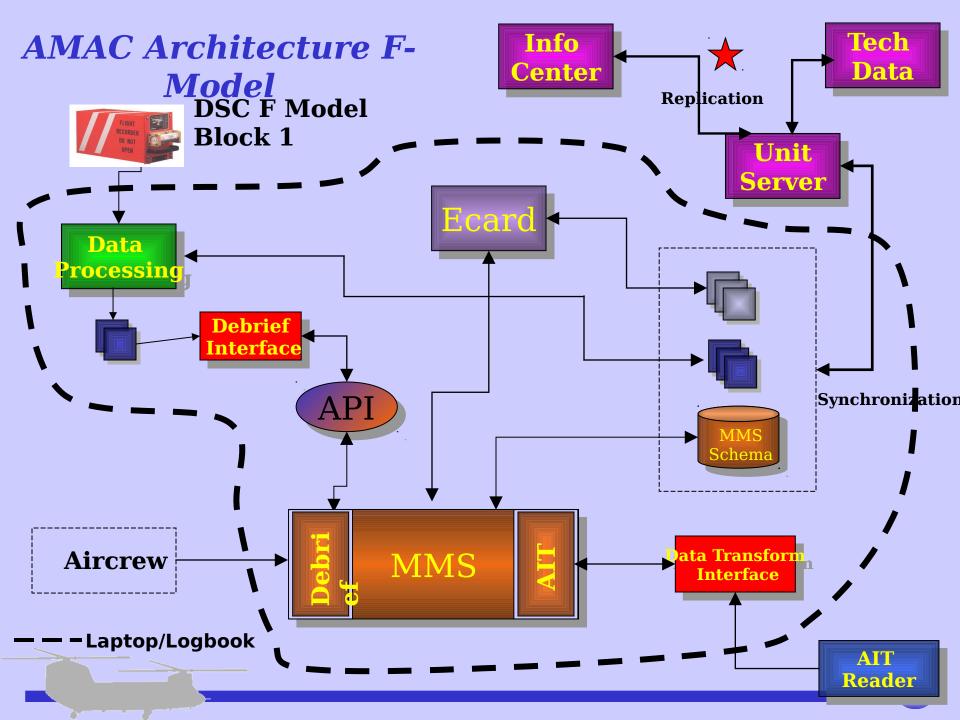
**Step 4** - MMIS provides local management capabilities and sends field data to GCSS-Army Data Repository.

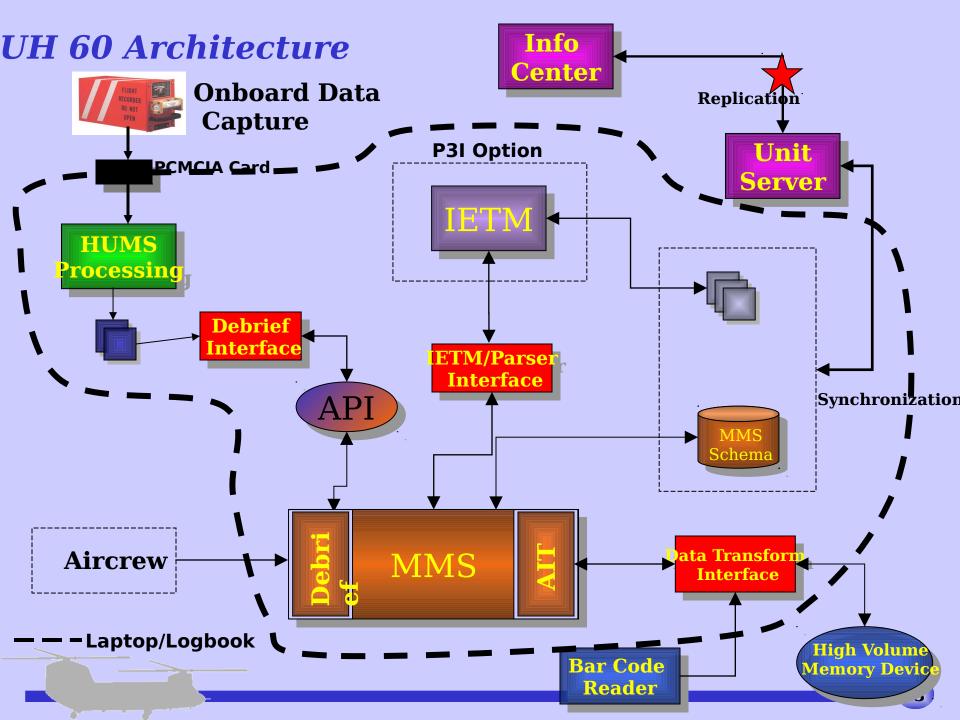
**Step 5** - **Fleet Management**: Data is accessed and analysed, by PM, User, Higher headquarters, OEM and other stakeholders.

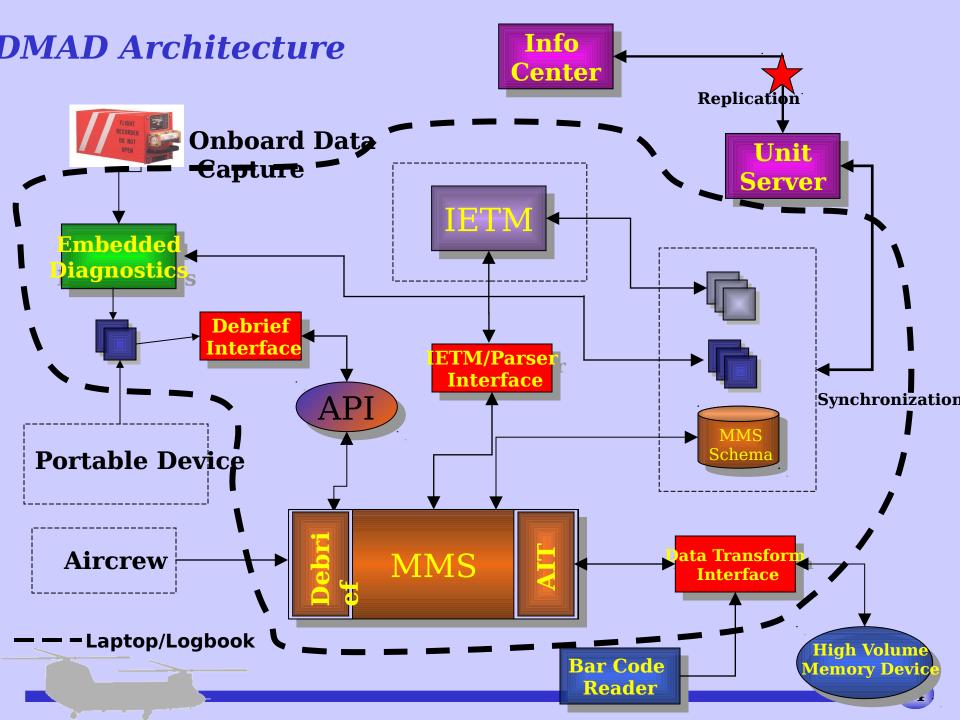
**Step 6** - Changes are recommended and approved.

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# #1 What are the projects reference HUMS & CBM?

- DSC for F-Model.
- RCM2.
- Statistical Prognostics.

## #2 Technologies

- Oracle data replication.
- Wireless Hub at flight line.
- Web based information.
- MMS has inherent capability to integrate with COTS HUMS package.

# #3 Policies, Requirements, & Acquisition Guidance.

- DoD UID Policy.
- JDSR.
- DRID 54.
- JTA.
- C4ISR

## #4 Analysis

- AMAC EA by Booz Allen Hamilton.
- Re-order scheduled maintenance.
  - 400 Hour Phase
  - Modular Daily

## **#5 Other Aviation Systems**

- Follow DMAD architecture.
- Blackhawk adopts MMS on HUMS.

### #6 Standards and Protocols

- JAVA programming permit Web-based environment.
- DRID 54 security for software.
- Commercial Products ie. Oracle and its inherent data replication capabilities.

# #7 Business & Information Process Changes

- 400 Hour Phase.
- Modular Daily.
- Parts Marking of legacy and new components.
  - Align with AMCOM SNT.
  - Complies with DoD UID policy.

## #8 Organizational Structure

- SFL Soldier Focused Logistics.
  - Program bringing together PBL and LCM.
  - Focused on 714 Engine.
  - Provides new organizational structure for sustainment support for Cargo Helicopter.
- Permits organizational change with AMCOM and PEO.
  - Consolidate sustainment activities at PM.
  - Control funding and parts issue at PMO.